

## PILOTS' CUNNING VERTED A BIG DISASTER.

The Republic with 400 Excursionists on Board Was Almost Run Down by the Orizaba in a Fog in Lower Bay.

Captain and Men at the Wheel of the Long Branch Boat All Did the Right Thing Like a Flash, as If by Inspiration.

NOTHING but the admirable coolness and remarkable quickness of thought in an emergency of the captain and pilots of the Long Branch steamboat Republic averted what would have been the most horrible accident in the history of New York Bay last evening.

By the exercise of good judgment on the part of these men the Republic was saved from being run down by the Ward Liner Orizaba, bound for Havana. The Orizaba was proceeding at seemingly full speed through the fog in the Narrows when she loomed up in the path of the Republic, which was bound in with 400 excursionists from Atlantic Highlands. As the boats passed each other passengers on the upper deck of the Orizaba might have stepped to the upper deck of the Republic.

Had the collision occurred—and it looked inevitable for a few seconds—the Orizaba would have struck the Republic just aft of the paddle box on the port side, and the big ocean steamship would have gone through the excursion boat like a locomotive through a chicken coop. Fortunately a few of the passengers on the Republic saw the frightful danger, and while there was a panic, resultant from the experience, it was comparatively mild.

### Outside Trip Abandoned.

On account of the trouble the Republic had in making Long Branch in the fog on Tuesday night it was decided to abandon the trip to the Iron Pier yesterday. Excursionists for Long Branch were taken thence to their destination by train. The crowds bound to Summer resorts yesterday were small, and only 400 passengers embarked at Atlantic Highlands on the trip that was to end at Pier 10 East River at 5:30 o'clock.

The weather in the lower bay was very thick, and the Republic came in through the main ship channel. Captain Quicksall and Pilot John S. Ireland and C. A. Pierce and First Officer Harvey Coverdale were in the pilot house, on top of which a look-out was stationed for better protection. Approaching the narrows, Pilot Ireland, who had charge of the bells, signaled the engineer to slow down at half speed.

### Heard a Tiny Whistle.

As the Republic got to Craven Shoal buoy, off Hoffman's Island, at 5:20 o'clock, she was headed north by east. The buoy is a turning point in the course to north to north-west. Pilot Pierce, who had the wheel, was just about to swing the boat in this direction when the sound of a shrill whistle was heard coming from the north. The sound was so shrill that nothing could be seen through the fog, and from the tiny noise made by the whistle it was concluded that the approaching vessel was a steam launch.

Suddenly out of the mist, not more than a ship's length away to the left, the Orizaba loomed up. Captain Quicksall, who was looking as big as Madison Square Garden, and appeared to be approaching at the rate of a mile a minute. A woman who was standing near the starboard bow of the Republic clapped her hands to her eyes and fell in a faint. A man who had been peering forward, threw his umbrella on the deck and climbed to the top of the rail with the intention of jumping overboard. He was restrained by the other passengers. Pilot Ireland pulled the cord of the whistle once, to signal to the pilot of the Orizaba that the Republic would continue on her course, and give the larger vessel a chance to swing to the right. The pilot of the Orizaba answered with one blast, to the effect that he had heard the signal, and with two blasts, denoting that the Orizaba intended to pass to the left, crossing the bow of the Republic. The Republic was in the pilot house of the excursion boat were astounded at the cross signal, because such a certainty, but there was no time for a certainty, for the boats were so close together that hesitation of an instant would prove fatal.

All Did the Right Thing Quickly. Pilot Pierce yelled, "Give 'em the jingle!"—meaning to signal the engineers to go ahead at full speed. Before the words were out of his mouth Ireland had sent the message to the engine room and almost instantly the powerful paddle wheels were snapping the water as fast as they could go around. At the same time Ireland and Captain Quicksall sprang to the wheel and spun the Republic around, so that the bow of the Republic was pointed directly toward the Orizaba, amidships.

The pilot of the Orizaba thought quickly, too. He saw the intent of the Republic and swung the big liner to the right. When the bridge of the Orizaba and the pilot house of the Republic were directly opposite each other it appeared to the three in the pilot house that a collision was still unavoidable. But they spun the wheel around and the wheel of the Orizaba spun around, and the stems of the two boats swung across each other so close together that it seemed they must scrape.

By this time the whistling and jangling of bells and the excitement outside had aroused the passengers, who had been listening to the vaudeville performers. They forced from the saloon through the exits nearest, which happened to be the doors at the stern. This brought them out on the main deck just in time to see the Orizaba passing astern, and before there was time for a panic of alarming proportions to generate the boats were clear of each other. The engines of the Orizaba were reversed and she almost stopped, but as it was plain that no damage had been done to the Republic she went on her way.

Passengers Soon Calmed. Captain Quicksall and First Officer Coverdale, after the danger of a collision was past, hurried to the deck to reassure the passengers. They found that a few women were on the verge of hysterics and the men were acting queerly, but as the Orizaba was drawing away instead of coming on, it was not difficult to calm even the most timid. The orchestra started up again, the vaudeville performers resumed their trays and the passengers became as comfortable as they could under the circumstances.

The trip to the pier was made without further incident, and the passengers were sent ashore. Another trip to Long Branch had been advertised, and there were probably one hundred passengers ready to take it, but this money was refunded. Captain Quicksall and his pilots were unwilling to take another trip through the fog. They took the boat to the coal docks in Communipaw and tied her up for the night.

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

## VIVIEN CLERISE SECRETLY MARRIED FOUR MONTHS AGO.



Vivien Clerise, Vaudeville Actress, Married.

Secretly, without informing even a single member of her own family, Vivien Clerise, the vaudeville actress, married Karl Weixelbaum, the musical director, about four weeks ago in Chicago.

Immediately after the knot was tied the contracting parties separated, he resuming touring the West with his company and she coming to this city to fulfill an engagement at the American Theatre Roof Garden, where she is still a feature. The pair have not seen each other since their wedding, and may not again for a long time to come.

It was not until yesterday that young Mrs. Weixelbaum's mother learned that her daughter was a wife, and then only by accident. The actress inadvertently placed her marriage certificate in a pocket of a skirt which belonged to her mother and was hanging in a closet.

Miss Clerise and Mr. Weixelbaum first met last season. She was then the star of the farce comedy, "A Spring Chicken," and he was the orchestra leader of the piece.

## SUICIDE ON HIS DEAR ONES' GRAVES.

James Newland, of Brooklyn, Found Lifeless in Greenwood Cemetery.

OLD AND DESPONDENT.

An Able Engineer, He Had Vainly Tried to Get Employment at His Trade.

James Newland, sixty years of age, a boarder in the home of Mrs. Zoll, at No. 26 Boerum place, Brooklyn, committed suicide in Greenwood Cemetery yesterday morning.

His body was found lying face downward, part of it on the grave of his wife and grandchild and part on the grave of another little child, over which is a headstone. By his side lay an empty bottle, which had contained carbolic acid.

The stone over the child's grave bore no name, but on its face were carved these lines:

"Alas! how changed that lovely flower,  
Which bloomed and cheered my heart,  
Fair nesting comfort of an hour,  
How soon we are called to part."

Newland was a member of Long Island Council, No. 173, Royal Arcanum. A letter was found in one of his pockets recommending him as an able engineer.

The pilot of the Orizaba thought quickly, too. He saw the intent of the Republic and swung the big liner to the right. When the bridge of the Orizaba and the pilot house of the Republic were directly opposite each other it appeared to the three in the pilot house that a collision was still unavoidable. But they spun the wheel around and the wheel of the Orizaba spun around, and the stems of the two boats swung across each other so close together that it seemed they must scrape.

By this time the whistling and jangling of bells and the excitement outside had aroused the passengers, who had been listening to the vaudeville performers. They forced from the saloon through the exits nearest, which happened to be the doors at the stern. This brought them out on the main deck just in time to see the Orizaba passing astern, and before there was time for a panic of alarming proportions to generate the boats were clear of each other. The engines of the Orizaba were reversed and she almost stopped, but as it was plain that no damage had been done to the Republic she went on her way.

Passengers Soon Calmed. Captain Quicksall and First Officer Coverdale, after the danger of a collision was past, hurried to the deck to reassure the passengers. They found that a few women were on the verge of hysterics and the men were acting queerly, but as the Orizaba was drawing away instead of coming on, it was not difficult to calm even the most timid. The orchestra started up again, the vaudeville performers resumed their trays and the passengers became as comfortable as they could under the circumstances.

The trip to the pier was made without further incident, and the passengers were sent ashore. Another trip to Long Branch had been advertised, and there were probably one hundred passengers ready to take it, but this money was refunded. Captain Quicksall and his pilots were unwilling to take another trip through the fog. They took the boat to the coal docks in Communipaw and tied her up for the night.

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."

"I am confident that the Orizaba was running at pretty near top speed, which was wrong, considering that there was a fog on. The only explanation I can give for this is that they had just run into the fog and had not slowed down, because a few moments after our close shave we ran out of the thick weather and into clear atmosphere."

"I cannot understand," said Pilot Ireland last night, "how the captain of the Orizaba came to give us a cross signal. There was evidently a misunderstanding somewhere, because if he had kept on as he signalled he would have run us down. Our boat is kindling wood compared to the Orizaba."